AMENDED IN ASSEMBLY APRIL 19, 2005

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL No. 1283

Introduced by Assembly Member DeVore
(~~Coauthor: Assembly Member Haynes~~ *Coauthors: Assembly Members Bogh and Haynes*)

February 22, 2005

An act to add Section 93.5 to the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 1283, as amended, DeVore. State highways: reversible lanes.

Existing law provides that the Department of Transportation has full possession and control of all state highways and all associated property.

This bill would require the department, prior to adding ~~conventional mixed-flow or high-occupancy vehicle~~ *single-direction traffic management* lanes to *certain* state highways, to conduct a study of the feasibility of adding one or more reversible lanes separated by concrete barriers from other traffic on the affected state highway segment. The bill would require the results of each study to be submitted to the Legislature.

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~ *yes*. State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Section 93.5 is added to the Streets and Highways Code, to read:

93.5. Prior to enhancing capacity on the state highway system through the addition of a ~~mixed-flow lane or a high-occupancy vehicle lane~~ *single-direction traffic management lane on a highway segment with at least 50 percent greater peak period traffic flow in one direction than in the other direction*, the department shall conduct a study to investigate the feasibility of expanding capacity on the affected state highway segment through the addition of one or more reversible lanes separated by concrete barriers from other traffic, as an alternative to adding solely single-direction lane capacity. If the study determines that the concept of a reversible lane is not feasible, the department shall provide a justification that explains why providing 50 percent greater traffic flow in one direction in the peak direction is not a more cost-effective option to relieve traffic congestion than adding ~~conventional mixed-flow or high-occupancy vehicle~~ *single-direction traffic management* lanes. The results of each study conducted pursuant to this section shall be submitted to the Legislature in writing.

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